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A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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10, Rue de la Paix, Paris. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DE WATSON ROAD, CL. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 1st August, 1903.

It has become perfectly plain that the Section in the new Ordinance requiring the abolition of cubicles in Chinese dwellings in this Colony is at the present moment unworkable, and we welcome the decision of the Sanitary Board, on the motion of Mr. POLLOCK, appointing a sub-committee to consider and report to the Board what amendments appear to be desirable in the new Ordinance. While it is admitted that the Ordinance rightly aims at the abolition of conditions which tend to promote the dissemination of disease, it is at the same time perfectly evident that if the crusade against cubicles, already begun, is to be drastically prosecuted, a most serious blow will be struck at the commercial prosperity of the Colony. As Mr. LAU CHU PAK pointed out in the minute he attached to the motion on the agenda, the rentals now charged by Chinese property-owners are already very high, and if by the operation of the Ordinance one family is compelled to occupy the space now accommodating three and often four families, the rent will be far beyond their means. Consider how many Chinese families in the Colony are living on less than \$25 a month. How many flats in Hongkong could be rented at that figure, we wonder? Mr. LAU CHU PAK says the rent of such flats or floors ranges from \$8 per month in the poorest districts to \$75 per month in the busiest parts of the city. It is clear, therefore, that unless there is a further enormous rise in wages, as a consequence of the law requiring the abolition of cubicles, it will be impossible for four-fifths of the Chinese to remain in the Colony, and we need hardly say that any

substantial increase in the cost of labour would vitally affect the interests of the port. We trust that the Committee appointed will upon a due consideration of the problem in all its bearings be able to make some recommendations which will obviate or at least mitigate these fell consequences without an undue sacrifice of those hygienic principles which the Colony from the public health point of view cannot afford to disregard.

We quoted a few days ago a paragraph remarking on the fact that in the reports of certain recognised London tea merchants Chinatras were scarcely mentioned, so parlous has the state of this trade become. The tea reports from Australia bear similar mournful testimony. The first shipments of China tea to Melbourne this season amounted to only 1,954 packages, "the first steamer used to bring 50,000 to 60,000 packages," but the demand for China tea has given "place to that for Indian and Ceylon teas." In *Boyd's Commercial Guide* it is remarked that the China tea statistics show plainly that unless active measures be immediately taken the one staple industry of China will be catalogued among the things of the past. Several reasons are advanced to account for the enormous falling-off in the exports of this once eagerly-sought-for product, the prime reason being the live competition of tea from Assam, Ceylon, Japan, and Java. The supremacy in the world's markets of tea from the two first-named countries is in the main due to judicious advertising and the employment of up-to-date machinery in the manipulation and preparation of the leaf. A recent retrospect of the gradual decline of the industry has been cleverly sketched by an expert, from which it appears that 30 years ago the exports of tea from China aggregated 141,000,000 lbs. From that time it has gradually diminished, until it is estimated that the figures of the present year will barely reach 12,000,000 lbs. Prices, too, during the last 20 years have fallen nearly 50 per cent. It is stated that at last a really live effort is being attempted to apply remedies, but we fail to note any sign of it. We note, by the way, that the Ceylon planters have as yet failed to surmount the difficulties of producing a tea corresponding to the Formosa olongs, for which there is a very valuable market in North America. One of the planters at a meeting of the Association a few months ago declared that he did not believe that Ceylon would ever be able to copy the inferior Fuzhou variety known as "sney kuts." Some years ago he imported into Ceylon, to his regret, some seed from the Formosa trees, and the resulting trees reverted to the worst China type. This, however, is not accepted as the last word of the subject, and there appears to be some scheme in hand to get expert Chinamen from Formosa to make the experiment.

No cases of plague were notified during the twenty-four hours ended at noon yesterday.

The Insurance Companies, like the Banks, intimate that their offices will be closed on Monday.

The competition under the auspices of the Hongkong Rifle Association for the Long Range Cup and Spoon takes place this afternoon.

Applicants who were unable to obtain copies of the *Daily Press* of Monday last containing among other reports that of the presentation of medals to the 1st Battalion Sherwood Foresters, will note that this report is reprinted in the *Weekly Press* published to-day.

To-morrow at 9 a.m. the chartered steamer *Kinkun* will sail on a special excursion trip to Macao on the occasion of the Procession of Our Lady of Mount Carmel at the Chapel of Taipa Island, returning the same day at 10 p.m. The band of the 33rd Burma will play during the voyage.

In the Hongkong Polo League competition yesterday, at the V.R.C., the Volunteer representatives beat the Lusitano Club by two goals to nil. Lieut. Armstrong opened the scoring, and Lonsdale added the second. This victory as good as declares the Volunteers winners of the shield.

Jack Grace and Charlie Newman who are to meet in a twenty-round boxing contest in the City Hall on Saturday, the 8th inst., are both in hard training for the forthcoming encounter, and both are in fine condition, so that a stiff fight may be looked for. Some of the best available talent has been engaged to appear in the ring that night, and the promoters are confident of the affair being an entire success.

With reference to our paragraph in yesterday's issue re the resignation of Mr. Leo d'Almada e Castro from the position of Acting First Clerk of the Supreme Court in order to take articles of clerkship with Mr. G. K. Hall Bratton, solicitor, His Honour the Chief Justice, Sir William Gooden, has in consideration of his own personal knowledge of Mr. d'Almada e Castro's educational abilities, exempted him from the preliminary examination required under the local ordinances before becoming bound under his articles of clerkship.

Capt. and Mrs. Arbathnot sailed yesterday for Japan, by the *Kanaka Maru*.

Mr. Andrew Burt, M. Inst., M. E. (China), has been elected a Fellow of the Royal Colonial Institute.

A Japanese has been arrested in Shanghai for changing one-ruble notes which were counterfeit. At the trial the police have obtained possession of 164 of these notes.

The Shire line steamer *Pambokahire* was floated out from the International Dock at Shanghai at two o'clock on Saturday last. The temporary repairs are now considered sufficient to enable her to risk the journey to Hongkong.

A marriage has been arranged, and will take place in India, between Captain T. G. Peacock, A.V.D. Remount Department, Ind. A., eldest son of the late Mr. John Peacock, of Limerick, and Zoe, youngest daughter of the late Mr. Robert Crawford McManis, of Hongkong.

A telegram from Cheloo in the *Shanghai Mercury* dated the 26th ult. says that owing to torrential rains the district has been flooded. There has been heavy loss of native lives, and considerable damage has been done to several godowns. Many offices are under water, and great damage has been done to property.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel to-night from 8 to 9.30. The following is the programme:—
March..... "With Sweet Carers"..... Catherine
Entr'acte..... "La Lettre de Manon"..... Gillet
Selection..... "Dandy Dan"..... Shagher
Cortez Solo..... "Eine Nacht in der Schweiz"..... H. H. H.
Waltz..... "Florenz"..... Louis Stans
Waltz..... "Parfums d'Hiver"..... Berger
Morceau..... "Salut d'Amour"..... Elgar
"God Save the King."

The *Universal Gazette* learns that a Belgian Company has recently applied to the Waiwapa for sanction to construct an electric tramway between Peking and Tientsin. The applicants also offer to construct an electric tramway connecting Eho Park Palace with the Peking West Gate free of charge if the Peking-Tientsin line be sanctioned by Imperial Rescript. The proposition, it is further reported, has been referred by the Waiwapa to Viceroy Yuan Shikai for report.

A natarator feat at Shanghai is mentioned in the *N.C. Daily News*. Messrs. P. Fowler and W. O. Lancaster swam from the Rowing Club pontoon off the Cosmopolita Dock to Woosung Creek, a distance of over 12 miles, in 31 hours. A few friends accompanied them in sampans, administering a little stimulant as required, but neither man seemed the worse for the effort when the journey was accomplished. Although they were assisted by the ebb tide, it calls, says our contemporary, for good stamina and determination to undertake a task that few men could undertake.

Messrs. Ewing & Co., one of the largest well-established firms in California, and of high standing, are alleged to have failed for bankruptcy. The firm suspended payment a fortnight ago and this caused a great sensation in commercial circles. Sir Allan Arthur, the head of the firm, is away home on leave. Sir Allan Arthur, who was knighted in 1890, had been President of the Royal Chamber of Commerce several times between 1894 and 1900, and Sheriff of California in 1898. He became Mercantile Member of the Viceroy's Legislative Council the same year, and filled this prominent position until a few months ago.

Messrs. Farahan Boyd and Co. launched from their Floating Works on Saturday the U.S.S. *Mindanao*. She is a composite ship 140 feet long and 25 feet broad, whilst under ordinary circumstances she draws about 11 feet 9 inches of water. She is the thirteenth steamer of this class built by Messrs. Farahan, Boyd and Co., and is the third of a repeat order of five which that firm received after the first contract of ten had been delivered. The remaining two will be launched within the next two months. The propelling power consists of one set of compound surface condensing engines having cylinders 18 feet and 23 feet in diam., by 24 feet stroke, designed for a working pressure of 120 pounds per square inch, to drive the vessel 11 knots. The *Mindanao* after being sheathed with copper will be sent to Manila, where she will have a few small guns mounted preparatory to entering upon her duties as a revenue cruiser for the Philippines. These boats have been built in the exceptionally short time of four months.

Writing on the required deposit by foreign marine insurance companies in Japan the insurance correspondent of the *Times* remarks:—"There is no doubt that the 'protection' of the native insurance companies is part of the general Japanese policy in regard to foreigners. The native banks, whenever insurances are required as security, insist on their cash being going to Japanese companies. The requirements of deposits would lead to extensive withdrawals of British companies and the transfer of much business to this side. A policy of 'retaliation' against the countries which penalise British insurance companies would be popular, but useless. It would be no hardship to make foreign insurance companies, with offices in London, deposit Consols as security, whereas it is prohibitive to require British offices to look up their funds in the securities of South American Republics, or even of countries like Japan. The principal Japanese company—the Tokio Marine Insurance Company—is represented in London, and the Nippon Sea and Land Insurance Company did a considerable business some time ago; but the British liabilities have been in liquidation during the past two

The Hon. E. H. Conger, U. S. Minister to Peking, has recently paid a visit to Newchwang.

The Hon. Treasurer of the Allice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Ho Yok Lan, \$25.

The annual review of the trade of India shows China to be India's second best customer. The export distribution figures show China's percentage to be 12.6; Japan's 4.6.

The cost to Great Britain of the Somaliland operations had amounted a fortnight ago to £450,000, and Mr. Brodriek stated in the House of Commons that the present cost was about £50,000 a month.

The Chinese cook on board the *Empress of China* was sentenced to two months' hard labour at the Peking Court yesterday for stealing 83 catties of sugar from the steamer. Another Chinaman who was convicted of receiving the sugar, well knowing it to have been stolen, received a similar sentence.

Amongst those invited to the State dinner at the Colonial Office given by the Secretary of State in celebration of His Majesty's birthday were:—Sir Cecil Clement Smith, G.C.M.G., Sir William Des Voeux, G.C.M.G., Dr. Patrick Manson, K.C.M.G., Mr. Hugh Clifford, G.C.M.G., and Major M. Cameron, C.M.G.

General Kavapalkin, in laying the foundation of a Port Arthur Cathedral, is reported in a telegram sent to London to have said that Port Arthur was becoming inaccessible to all sciences, no matter how numerous or whence they came. The General seems to have chosen a strange occasion for making the declaration.

The new Commercial Treaty between Great Britain and Persia grants, reciprocally, most-favoured-nation treatment; abolishes the Persian 5 per cent. export duty, except for a few articles; abolishes all existing taxes for the maintenance of caravan roads; and abolishes the system of farming the Customs duties, replacing it by Government Customs offices with ample warehouses for storage in bond. By a declaration attached to the Treaty, Persia undertakes to allow British merchandise any reduction conceded to merchandise imported from Russia.

CROPS IN THE NEW TERRITORY.

Reports which we have received from the New Territory state that the harvesting is in full swing; more than half of the first-half of the paddy crop having been cut and threshed. Ploughing and planting for the second crop are in progress. The farmers say that the first crop has been a good average. Peanuts are doing good crop this year.

POLLARD'S FARCE-COMEDY COMPANY.

Mr. Alec Middleton, business manager for the Pollard Comedy Company, has returned to Hongkong to arrange for the opening performance. The Manila season, he says, is over a greater success than that scored by Pollard's Comic Opera Company, in the early part of this year, which was up to that time a record for Manila's largest theatre. The Company stay in Hongkong 12 days, during which time the policy of the management is to be quick change of bill, and in pursuance of this arrangement six plays will be staged during the time mentioned. The arrangements for the sale of reserved seats will be announced on Monday.

CHANG CHIH-TUNG AND MAN-CHURIA.

The following is reported to be the programme recommended to the Throne by H. E. Chang Chih-tung:—

1. Combine with England, America, and Japan to resist Russia, and make a firm protest in St. Petersburg, demanding a definite date of withdrawal.
2. After the withdrawal has been effected throw open Kirin and Shengking to international trade, and notify Great Britain, America, and Japan that this will be done and solicit their assistance.
3. The old Manchou Government in Manchuria must be reformed to conform with the other provinces.
4. The Tartar General of Shengking should be abolished, and the province annexed to Chihli and placed under the control of Viceroy Yuan.
5. A big detachment from Viceroy Yuan's army should be sent up to protect the Russians and they asked to reduce their force to 6,000.
6. If Russia should do anything injurious to the privileges, interests, and dignity of China or make any further secret demands, China should appeal to the three Powers for advice and help.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has risen slightly over the N. part of the Sea of Japan and the Philippines. Fallen much in the neighbourhood of N. Formosa.
The centre of the typhoon has passed over Malacca Sima and lies this morning a little North of the islands.
It is moving slowly towards NW.
Very bad weather in the N. part of the Formosa Channel and over the whole of the Eastern Sea.
Very strong SW. monsoon over the China Sea.
Forecast:—Fresh W. to SW. winds; fine at first, squally later.

TELEGRAMS.

REUTER'S SERVICE.

THE LONDON EDUCATION BILL.

LONDON, 29th July.
The London Education Bill has passed its second reading in the House of Lords.

SOMALILAND BLUE-BOOK.

LONDON, 29th July.
A Blue-book on the Somaliland expedition contains a despatch from General Manning declaring that Col. Plunkett's disaster was due to disobeying Col. Cobbe's orders; Col. Plunkett paid the penalty of disobedience with his life.

AUSTRALIA AND THE MAIL CONTRACTS.

LONDON, 29th July.
The Australian Commonwealth, replying to Mr. Chamberlain, have declined to reconsider their decision regarding the non-employment of Lascars in mail steamers; insisting that they are acting for the preservation of purity of race and encouragement for the recruiting of British seamen.

THE SUGAR CONVENTION.

LONDON, 29th July.
In a debate on the Sugar Convention, Mr. Gerald Balfour said there was every reason to believe that Austria and France would bring their systems into accord with the provisions of the Convention, and that the only countries on which it might be necessary to apply the penal clause were Russia, the Argentine Republic, Chili and Peru. He thought the Convention would result in a period of moderate and stable prices which would enable the West Indian planter to earn a living wage.

THE NAVAL DOCK QUESTION.

The correspondence relating to the agitation for the removal of the Admiralty Dockyard Extension was yesterday laid upon the table of the Legislative Council.
In forwarding the petition H.E. the Governor wrote:—"Apart from the arguments for the change put forward by the petitioners I venture to submit that the whole question of a naval dock at Hongkong is worthy of careful reconsideration by my Lords of the Admiralty. The Hongkong & Whampoa Dock Company have at present five dry docks besides three slips. In one of these docks H.M.S. *Powerful* has been docked. The company, however, if the dock capable of accommodating the largest vessel afloat, they are prepared to supply the dock with the latest improvements in machinery and to lay down a plant capable of dealing with any repairs that could be required for H. M. ships and to give to the naval authorities perpetual right of priority. Messrs. Butterfield & Swire are also at present constructing a dock of the largest size. I venture to say that with such docking facilities existing and prospective the repairs of His Majesty's ships would be executed in an entirely satisfactory manner and at a very substantial saving to the Imperial Government. The Dock Company have a thoroughly efficient staff with the best appliances, and there is constant work, while a naval dockyard must have an expensive establishment always at full strength, while it is improbable that the work required for the Fleet on the China Station will keep the dock fully occupied all the year round. The annual expenditure involved is very considerable and I would urge upon the Lords Commissioners of the Admiralty the advisability of sending out a Commission to enquire on the spot into the important questions involved. There is in Hongkong capital and enterprise sufficient to carry out any scheme of docks that His Majesty's Government may decide to be necessary.
When the unfavourable reply was received from Mr. Chamberlain, the Governor intimated in his acknowledgment that the information had been received by all sections of the resident community with much regret."

THE POLO CLUB GYMKHANA.

Weather permitting, the Polo Club Gymkhana takes place this afternoon on the Happy Valley Race-course, commencing at 4 p.m. Intimation is made in our advertisement columns that in the event of the weather being unfavourable the Gymkhana will be postponed until Monday.

LATEST STEAMER MOVEMENT.

The N.Y.K. steamer *Bombay Maru* (Bombay Line) left Singapore for this port on the 28th ult. at noon, and is expected here on the 4th inst.

A wealthy Australian Scotsman died some years ago, and bequeathed a considerable sum of money to provide perpetual prizes to the Presbyterian children of the Commonwealth for proficiency in Scriptural knowledge. The latest report of the Allan Burnett Committee, presented to the Presbyterian General Assembly in Melbourne, contains some entertaining reading. "What is the difference between original sin and actual sin?" elicited these answers, among others:—"Original sin is Adam's eating forbidden fruit; actual sin is Cain killing Abel." "One is good sin; the other is bad sin." "Original sin is sin without murder; but actual sin is sin, meaning swearing." "Original sin is the things we ought to do; actual sin is the things we ought not to do." Actual sin means a work of obedience; but original sin is work of a Providence.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber.

Present:—
HIS EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, G.C.M.G.
HIS EXCELLENCY Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops).
Hon. F. H. MAY, C.M.G. (Colonial Secretary).
Hon. Sir HENRY SPENCER BEEBEY, Kt. (Attorney-General).
Hon. A. M. THOMSON (Colonial Treasurer).
Hon. Commander R. M. RUSSEY, R.N. (Harbour Master).
Hon. W. CHATHAM (Director of Public Works).
Hon. Dr. J. M. ATKINSON (Principal Civil Medical Officer).
Hon. Sir C. P. CHATER, C.M.G.
Hon. C. W. DICKSON.
Hon. Dr. Ho Kai, C.M.G.
Hon. WEI A YUK.
Hon. R. SHEWAN.
Hon. GERSHON STEWART.
Hon. R. F. JOHNSTON (Acting Clerk of Council).

FINANCIAL.
The COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 29 to 31) and moved that they be referred to the Finance Committee. The COLONIAL TREASURER seconded, and the motion was adopted.

The COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 6) and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

PAPERS.
The COLONIAL SECRETARY laid on the table the report of the Director of Public Works for 1902 and correspondence respecting the proposal to remove the Naval Yard.

THE NEW POST OFFICE.
The DIRECTOR OF PUBLIC WORKS laid on the table the following minutes of the Public Works Committee:—

Competitive Designs for Post Office, Treasury, &c.—The designs, three in number, were closely scrutinized, and after some discussion as to the best method of procedure, it was unanimously agreed that a comparative statement should first be drawn up, showing, in parallel columns, the requirements set forth in the conditions of competition and the extent to which these were fulfilled by the several designs and that this statement should be forwarded to the Heads of Departments to be housed in the new building with a request that they would criticize the designs and state which they considered best in point of arrangement as regards their various departments.

At a meeting held on 13th July the replies to the request of the Committee for criticism of the designs submitted, which had been received from the Heads of Departments, were read. The designs were again closely examined, especially with regard to the Post Office arrangements, the access to the offices generally, and some of the principal matters of arrangement affecting the Departments to be accommodated. Members having expressed themselves in favour of the design numbered 2, the description of the proposed building which accompanied that design was read. Sir C. P. Chater then moved that the design numbered 2 be accepted. Mr. Shewan seconded. Carried unanimously. It was unanimously agreed that the design numbered 1 be awarded the further premium of \$1500 provided under the conditions of competition. The Chairman having asked whether there was any other matter relative to the proposed building which members desired to have laid before the Government, Mr. Shewan moved that, in view of the great value of the property; the fact that the building is designed to take a fourth storey; and the probability that additional accommodation for some of the Departments to be housed will be required at no very distant date; the building should, in the first place, be constructed four storeys in height. Mr. Dickson seconded. It was pointed out by Sir C. P. Chater and Mr. Shewan that the building would be more in harmony with those adjacent to it if it were made four storeys high. The motion was agreed to unanimously.

CONVICT PRISON ON STONECUTTERS' ISLAND.

The D.P.W. also submitted minutes showing that at a meeting of the Public Works Committee on 20th July the Chairman laid before the Committee plans which had been prepared for the establishment of a Convict Prison on Stonecutters' Island and explained that the scheme was capable of being expanded so as to provide ultimately for the removal of the entire Gaol to that place so far as such removal was deemed practicable. He also read the report of a Committee appointed in 1901 to consider the question and certain recent correspondence between the Colonial Office and War Department on the subject. After some discussion, the Honourable Colonial Treasurer moved:—"That the Government be requested to have the report of the committee appointed in 1901 to consider the question of transferring the Gaol to Stonecutters' Island, together with any subsequent papers bearing upon the question, printed and furnished to this Committee. Hon. C. W. Dickson seconded. For the motion there voted Hon. C. W. Dickson, Sir C. P. Chater, the Colonial Treasurer, and the Director of Public Works; and against it Hon. R. Shewan. The Committee then adjourned.

THE PUBLIC WORKS COMMISSION.
Hon. R. SHEWAN asked—Has the recommendation of the Public Works Commission that the following additions be made to the Works Staff, viz.:—2 Executive Engineers, 1 Assistant Engineer, 5 Overseers, and 1 Clerk, been carried out, and if not, why not?
The COLONIAL SECRETARY—In answer, Sir,

to the hon. member's question, the whole of the staff recommended by the Commission which enquired into the Public Works Department has been appointed with the exception of one assistant engineer for maintenance work and one overseer for roads inside the City. The increase of the staff recommended by the Commission was based on the assumption that a sum of nearly \$800,000 would be spent annually on public works extraordinary. With the large expenditure on water-works, part of which are being carried out by a private firm, it is not contemplated that the Colony will be able to spend so much as was contemplated for public works exclusive of water-works. Therefore a smaller staff than was recommended appears to be sufficient.

FIRST READING.

The following Bills were read a first time:—
An Ordinance to set apart a holiday to be known as "Victoria Day" in loving remembrance of Her Most Gracious Majesty the late Queen Victoria: an Ordinance to prevent intrusion by other than servant of the occupier of premises into the portion of such premises used as servants' quarters; an Ordinance to provide for the Recovery of Costs and Charges incurred by the Colony by and on behalf of imbecile persons introduced into the Colony; an Ordinance to provide for the Regulation of the Export of Cattle and other Live Stock from the Colony.

WATERWORKS CONSOLIDATION ORDINANCE.
The ATTORNEY-GENERAL moved the first reading of a Bill entitled an Ordinance to repeal The Waterworks Consolidation Ordinance, 1902, and to provide for and regulate the Supply of Water in the Colony of Hongkong and for the Maintenance and Repair of the Works in connection therewith.

The following objects and reasons were attached:—

The Waterworks Consolidation Ordinance (No. 29 of 1902), which provided for the disconnection of all services to tenement houses, except in special cases, and the supply of such premises with water from public fountains placed in the streets and lanes did not meet with the approval of the Secretary of State for the Colonies and instructions were received to modify its provisions in such a way as to enable the services to be retained whilst facilities were to be afforded for controlling the supply of water in case of need.

This has been done by providing in the present Bill for the supply of practically the whole of the Chinese portion of the City through "rider-mains." These are subsidiary mains, to which all the services to the houses near which they are laid will be connected, and, as they can be shut off by means of valves from the principal mains, the supply of water to the houses can be restricted to any extent considered necessary without shutting off the water from the City generally as has to be done at present. The powers of restriction are vested in the Waterworks Department.

The areas within which the "rider-main" system is to be applied are to be defined by the Governor-in-Council and, when an area has been so defined, all services to tenements within it will be disconnected from the principal mains and connected to the "rider-mains" as they are laid, unless the Governor-in-Council expressly allows any tenement to retain its service connected with the former. This is necessary to provide for premises in which any trade may be carried on, for which a constant supply of water may be practically essential, or which, for other reasons, it may be considered desirable to exempt from the "rider-main" system.

The cost of constructing the "rider-mains" and making the necessary alterations in the services will be charged against the owners of the various tenements within the areas defined by the Governor-in-Council.

Outside the areas defined by the Governor-in-Council and in all cases of exemption within these areas, all services are to be provided with meters.

This is merely an extension of the system which has been in force outside the City of Victoria for a number of years past. In the Hill District and in Kowloon all supplies, though services to private premises, are at present metered.

In the case of metered supply an allowance of water in proportion to the rateable value of the premises will be given in respect of the water rate, which is included in the general rates, but all water used over and above that allowance will be charged for as "excess consumption." This, it is hoped, will conduce to the prevention of waste, which is the chief object aimed at in this Bill, as it was also in that which it is intended to replace.

In periods of scarcity of water, the intermittent system of supply will be put in force in the "rider-main" districts only and, as it will be possible to afford every tenement a supply within a very brief period, it is believed that the necessary economy in the consumption will be effected without extending the system to the City generally. This will enable the occupiers of premises which are supplied by meter to enjoy a constant supply of water and it will also provide means for dealing with outbreaks of fire, as all the principal mains will be constantly charged with water.

Until the "rider-mains" have been applied to a considerable portion of the City, it may be necessary to revert to the universal application of the intermittent system as hitherto, but it is hoped that, with their application over an extended area, this will become unnecessary.

The COLONIAL SECRETARY seconded.
General GASCOIGNE.—Before you put the question to the vote, sir, may I ask if this Bill has been submitted to Mr. Chadwick?

H.E. the GOVERNOR.—No.

The ATTORNEY-GENERAL.—The Bill is the same as that existing.

General GASCOIGNE.—But has Mr. Chadwick seen the Bill?

The ATTORNEY-GENERAL.—I think not. It is not necessary that he should, because the principle involved is the same.

General GASCOIGNE.—I think, if I may be allowed to be in order, that it is only my duty to point out some of the remarks that were made to me by Mr. Chadwick last year just after the water famine. You, sir, were away from the Colony on the occasion of the Coronation of His Majesty.

The COLONIAL SECRETARY.—I do not wish to interrupt His Excellency but I may state—

H.E. the GOVERNOR.—His Excellency the Major-General is in order.

The ATTORNEY-GENERAL.—I desire to interrupt too.

The GOVERNOR.—I would suggest to the hon. Attorney-General that he allow the hon. Major-General to speak on the question of whether this Bill should be read a first time, and after the hon. Major-General has spoken it will be for the Attorney-General to make any remark he may desire.

General GASCOIGNE.—I will, if I may be allowed to. You, sir, were not in the Colony last year—you were attending the Coronation of His Majesty—at the time of the water famine. I had the honour at that time of administering the Government in your absence, and the period of anxiety the Council and I went through at that time will be remembered by some of the gentlemen who are present here to-day. We began to look into the water question very early indeed in February so we were not caught napping in that respect, but the famine went on and on until—I am speaking from memory—the first week in May. We had an importation of cholera, which was imported, it is true, and it was a most anxious and serious business for me and for the Council to face the drought which was impending over us. The Council gave me a free hand and assisted me in every possible way with advice and counsel, and I am bound to say the public of Hongkong showed the most loyal patience and forbearance in bearing the terrible troubles that came upon them in consequence. Then as our reservoirs became empty and after they were almost absolutely dry the rains came on by a dispensation of Providence. Mr. Chadwick, who had been with me practically the whole time when that pressure was over Hongkong, said to me what I wish to point out to the Council before this Bill goes any further. He said to me, "General, you have got the opportunity of your life. When I came to Hongkong to make these reservoirs in Hongkong there was at that time an Officer administering the Government like yourself, I proposed to that Officer that the water should be cut off from Chinese tenement houses so as to prevent waste and it was the only measure I met with an enormous amount of opposition; and Mr. Chadwick said to me that when he made these reservoirs they looked so vast to him at that time—the Colony then not being anything like the size it is now as regards population—he felt that perhaps to throw upon the Acting Governor—which was not the same thing as the real Governor—the responsibility of an unpopular measure if it was perhaps not absolutely necessary, would be a hard thing; and he therefore recommended that the actual Governor or that day should not do it; and he told me he had only regretted that decision once and that was ever since. "Now," he said, "you have the famine upon you. Everybody has suffered and now is the time to make this Ordinance of present waste." He told me, "General, as long as you do not positively prevent the waste of water that goes on you will never have sufficient water even though you may make Hongkong one vast reservoir, but I tell you that if you can check the waste that goes on in Chinese houses you will have sufficient water in ordinary seasons, in every season, even without new reservoirs. I came down very much impressed by that to the Council and there were many gentlemen on the Council to-day who will remember that when it was first proposed they were averse to it. They were of opinion that the supply should be one and the same for both Europeans and Chinese. The question was threshed out in committee of the Council and afterwards those who were at first against it came round and we passed the Ordinance that is now in the course of being altered and amended; and all I can say is that I personally felt that the very insignificant part I took in it was a proud one because I felt that we had done a thing for Hongkong which was a lasting benefit to the Colony. I am aware that the Secretary of State for the Colonies, as put in the objects and reasons of the Bill, has telegraphed to your Excellency asking if no other way can be found? I respectfully submit that the answer should be, "No; for we know no other way to prevent waste but the way recommended by Mr. Chadwick, the expert you yourself sent out. Ask his opinion, and we are prepared to abide by his opinion." If I may move a resolution, I move that the Bill be not read a first time.

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PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

JOINT STOCK SHARES.

CATTLE DEPOT EXTENSION.
The Governor recommended the Council to vote a sum of \$25,000 in aid of the vote for "Cattle Depot Extension" under Public Works Extraordinary.

HOSPITAL EXTRAS.
The Governor recommended the Council to vote a sum of \$34,631 in aid of the vote for Personal Emoluments, Medical Departments:—
Kien-edy Town Hospital:—
Increases to Salaries of Permanent Staff \$108,000
Salaries for Temporary Staff 14,631
Total \$122,631

Hospital Hulk Hygiene.
Salaries for Temporary Staff \$2,000
Total \$2,000

PRATA EAST RECLAMATION.
The Governor recommended the Council to vote a sum of \$28,980 in aid of the vote for Prata East Reclamation under Public Works Extraordinary.

TREE-PLANTING.
The Governor recommended the Council to vote a sum of \$1,600 in aid of the vote for Tree Planting under Other Charges, Botanical and Arboriculture Department.

MEDICAL DEPARTMENT CHARGES.
The Governor recommended the Council to vote a sum of \$460 in aid of the vote under "Other Charges," Medical Department:—
Nursing Institute \$460
Rent of Temporary Quarters \$460
This was all the business.

A WARNING TO HONGKONG.
We quote the following extract from an article on Hongkong appearing in the *Times of India* and written, we presume, by the Editor of that journal who passed through on his way home via Siberia a couple of months ago:—

Finally, need it be said?—we heard grumbles about the rise in rents, and vague forebodings of the days when the rich Chinese would outbid the Europeans for the possession of the Peak. To anyone who knows certain cities of India, the forebodings are not vague at all; the land-waiting was writ large upon the wall five years ago. Then few people in Hongkong would listen to the warnings of a casual stranger within their gates; now, it is almost a relief to find that they are growing a little apprehensive. For the changes then predicted are coming to pass. The Chinese are growing rapidly in wealth and influence, and some of them delight to live in large houses and outside the European. They have crept up slowly from the borders of the harbour, until they have acquired many of the houses in the fine terraces immediately above the business city. Soon the Chinese will be long enough to reach the villas on the cool heights of the Peak. They have plenty of money, and can outbid the Englishmen, with his diminishing income, his costly trips to Europe, and too often his establishment in two countries at once. When the Chinese start to scale the Peak, they will go there with a rush; and thus it will come to pass that, some of their lofty retreats, they will look down upon the unforgiving English sweltering nights in the city that their forefathers squandered their lives to create, as the graves in the Happy Valley bear mute witness. It will be a sight for some Chinese Tufelbrock to moralise over, as he sits alone with the stars.

This is no fancy picture. Anyone who has lived in India with his eyes open, can see it coming in Hongkong. Already, one hears the Europeans—not those born in the colony, but those who have migrated thither with their wives and families—are in some instances living in one or two rooms in tenements in the midst of Chinese. Those with good incomes are finding it increasingly difficult to get houses in cool localities at reasonable prices; soon, if they do not take care, most of them will find themselves shut out from the Peak altogether. It is all very well for Englishmen and Councilors and People's Tribunes to dabble in politics with one eye on the Colonial Office—two sentiments about impartiality and Imperial magnanimity and so forth; but one who is not ashamed to be an Englishman first, in this matter of decent dwellings in tropical possessions, thinks first of his own kith and kin. It is all very well for rich bankers and merchants on the verge of retirement to say "It will be our time," but they should remember that those who will have to come after them, Hongkong is a British achievement. It was a desolate island when Great Britain acquired it. To reserve that portion of the island best suited for the residence of Europeans for their sole use, would involve no injustice to the Chinese. Hardly a single Chinese has invaded the Peak so far; and I have held, ever since I first saw Hongkong, that all land above a certain altitude should, for purposes of residence, be reserved for Europeans;—be declared an European reservation. The arguments that the Peak is costly to live on, and that there are plenty of good dwellings-houses at Kowloon, do not affect the contention that the Peak should always be kept clear of Chinese. Nor, it may be urged, does the proposed European reservation in the New Territory, which the Colonial Office vetoed—modify materially what has been here set down. A large European quarter in the New Territory might be difficult to defend in an emergency; it would be more remote from the business centre than the Peak, and neither so cool nor so healthy.

Possibly this outbreak may cause a smile here and there in Hongkong; but if it were not foredoomed to be forgotten in a day, I do not think it would be smiled at twenty years hence. Future English dwellers in Hongkong will richly thank the Navy League, and

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be accompanied by the Daily Press only, and special business matters The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.E.C., 5th Ed. 14th.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

SOCIETA COLONIALE ITALIANA.

WE have OPENED to-day a new BRANCH of our Firm in CANTON. Mr. F. MANDELLI is authorised to SIGN our FIRM FOR PROSECUTION.

Canton, 18th July, 1903. [2175]

KENNEDY'S HONGKONG DAIRY

HAS this day REMOVED their TOWN OFFICE to No. 11, BEACONSFIELD ARCADE.

G. W. GEGG, Manager. [2174]

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TODAY (SATURDAY), the 1st instant, will be for the LONG RANGE CUP and SPOONS, commencing at 3 p.m. Ranges: 700 and 800 yards. 10 shots and a 5 minute rest.

M. S. NORTHGOTT, Hon. Secretary. [2170]

POLO CLUB GYMKHANA.

THE above Gymkhana will be held at the RACE-COURSE TO-DAY (SATURDAY), 1st AUGUST, commencing at 4 p.m. In event of unfavourable weather, the Gymkhana will be postponed to MONDAY, 3rd AUGUST, at same time and place.

By kind permission of Major Radcliff and Officers 3rd Hussar Infantry, the Band of that Regiment will be present.

At the conclusion of the Races, Mrs. F. H. May has very kindly consented to present the Prize.

Admission to the enclosure \$1; Ladies free.

C. H. ROSS, Hon. Secretary. [2177]

TO THOSE CONCERNED.

PLEASE take notice that J. R. POWELL GRANT, Esq., lately Agency Director of the NEW YORK LIFE INSURANCE COMPANY of the Hongkong Office, is no longer in the employ of the New York Life Insurance Company, and that his Connection therewith ceased as of June 30th, 1903.

Any Payments due the New York Life Insurance Company shall be paid at the Office of the Company in Hongkong, to the Agency Director in Charge, Mr. C. H. COULSON, G. E. TUCKER, Resident Secretary.

Shanghai, China, 27th July, 1903. [2176]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. (The Company's Steamship)

Captain Rensch, will be despatched for the above ports TO-MORROW (SUNDAY), at 8 a.m.

For Freight or Passage, apply to the DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 1st August, 1903. [2179]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "VALETTA," FROM HOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, at Kowloon, where each consignment will be marked out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

- From London, &c., ex s.s. Victoria.
- From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day, the 1st instant.

Goods not cleared by the 6th August, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWITT, Superintendent.

Hongkong, 31st July, 1903. [2171]

THE HONGKONG WEEKLY PRESS is now ready and contains:—

- Leading Articles:—
- England's Fiscal Policy.
- Manchuria.
- The threatened Imminence of War.
- After River Traffic.
- Co-optation in Government Departments.
- The "Telegraph" in China.
- Foreign Trade in Korea and North China.
- Hongkong Sanitary Board.
- Health of the Colony.
- Sir E. Satow in India.
- Public Works in 1902.
- 1st Batt. Sherwood Foresters.
- The Nor. hern Crisis.
- Requiem for the Late Pope Leo XIII.
- The Inquest on Mr. Hector Sampson.
- Hankow-Canton Railway.
- Supreme Court.
- Correspondence.
- Canton.
- Notes from the Botanic Gardens.
- William Powell, Limited.
- The Hongkong and Shanghai Banking Corporation.
- Royal Colonial Institute Conversations.
- Police Court.
- The Currency in Indo-China.
- Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 31 for three copies, Cash.

Lower, 1st August, 1903.

NEW ADVERTISEMENTS

WANTED.

FURNISHED HOUSE at the Peak for two months.

Apply to—

F. H. Care of Daily Press Office. Hongkong, 1st August, 1903. [2173]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

INSURANCE HOLIDAY.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY, the 3rd AUGUST.

By Order,

W. HUTTON POTTS, Secretary. Hongkong, 31st July, 1903. [2189]

FAMOUS JAPANESE ROYAL TROUPE OF ACROBATS

WILL give PERFORMANCES at PRAYA CENTRAL (opposite the Central Market), for TWO WEEKS ONLY.

By Order,

W. HUTTON POTTS, Secretary. Hongkong, 31st July, 1903. [2189]

WONDERFUL ACTS.

Prices of Admission:—

1st Class	...	\$1.50
2nd	...	0.50
3rd	...	0.10

Day Time—1 p.m. to 4 p.m.
Night Time—8.30 to 11.30 p.m.

Hongkong, 31st July, 1903. [2185]

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

A meeting of Subscribers held at the Hongkong Hotel on the 16th July last, it was unanimously decided to accept a Tender from the Shanghai Horse Race Co., Ltd., for the supply of China Pony Subscription Grills for our 1904 Race Meeting.

Members who were not present and who have not yet officially put their names down can now do so by communicating with the undersigned, from whom full particulars as to terms and conditions may be obtained.

The List with close TO-DAY (SATURDAY), 1st AUGUST.

By Order,

T. F. HOUGH, Clerk of the Course. Hongkong, 22nd July, 1903. [2092]

ZETLAND LODGE, N. 525, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT (SATURDAY), 1st AUGUST, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 28th July, 1903. [2133]

THE LONDON DRAPERY STORE, HONGKONG.

THE above will be opened as soon as the necessary arrangements can be made as an establishment.

GENERAL AND FANCY DRAPERY GOODS

suitable for the climate, and will be fitted with the

NEWEST MODERN FIXTURES AND FITTINGS

as now used in the Great Bazaar Marchés of Paris and London.

Further particulars will be given later.

HONGKONG, 29th July, 1903. [2142]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

TO-DAY (SATURDAY),

the 1st AUGUST, 1903, at 11 a.m. at their

SALES ROOMS, No. 4, Des Vaux Road,

Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

SINGLE and DOUBLE IRON BED-STEADS, TEAKWOOD OVERMANTLES

WITH BEVELLED GLASS, WARDROBES,

WHITING DESK, TIENTSIN CARPETS,

CROCKERY and GLASS WARE, VASES, &c., &c.

Also

One SEMI-GRAND PIANO by John Broadwood & Sons, London, One TYPE-WRITER, One BAGATELLE-TABLE,

One SNAKE SKIN,

and

One HAMMERLESS, 2-BORE FOWLING PIECE, by W. Carter, Birmingham (in good order and condition).

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 31st July, 1903. [2189]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on TUESDAY, the 4th day of AUGUST, 1903, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Conduit Road, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Sale.

Registry No.

Locality.

Boundary Measurements.

Contents in Square Feet.

Annual Rent.

Upset Price.

N. S. E. W.

ft. in. ft. in. ft. in. ft. in.

Gardens No. 1235

Lot 1235

Conduit Road

50' 0" 0" 124' 0" 0"

2,076 0

\$ 187

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INTIMATION

PROSPECTUS OF

THE ANGLO-GERMAN

BREWERY CO., LD.

(To be Incorporated under the Companies' Ordinances of Hongkong, whereby the liability of Members is limited to the amount of their Shares.)

CAPITAL:

MEXICAN DOLLARS 400,000

DIVIDED INTO 4,000 SHARES OF \$100 EACH;

Of which it is proposed to issue 3,500 Shares for the present,

3,000 Shares have been subscribed for and will be allotted and 500 Shares are now offered for Subscription at par, payable as follows:—

\$10 on allotment,

\$20 on 1st October, 1903,

\$20 on 1st January, 1904,

\$10 on 15th April, 1904,

\$20 on 15th June, 1904.

The Subscription List will be closed as soon as the 500 Shares, now offered for Subscription, have been applied for, but not later than MONDAY, the 31st AUGUST, A.C.

PROVISIONAL DIRECTORS:

JOHN PRENTICE, Esq., of Messrs. S. C. FARMHAM, BOYD & CO., LD., Shanghai.

ALEX. MCLEOD, Esq., of Messrs. GIBB, LIVINGSTONE & CO., Shanghai.

C. W. WRIGHTSON, Esq., of Messrs. FRASER, DANIEL & CO., Shanghai.

MAX SLEVOGT, Esq., of Messrs. SLEVOGT & CO., Shanghai.

J. J. BLOCK, Esq., of Messrs. H. SIETAS & CO., Chefoo.

GENERAL AGENTS:

MESSRS. SLEVOGT & CO., Shanghai.

BANKERS:

DEUTSCH-ASIATISCHE BANK.

LEGAL ADVISERS:

MESSRS. STOKES & PLATT.

OBJECTS.

The object of this Company is to establish at Tsingtau (Kiautschow) "The Germania Brewery," to be equipped with the most modern machinery and plant, and capable of turning out 15,000 Hectoliters, or 333,000 Gallons per year.

SUPPLY OF WATER.

The Company have been fortunate in acquiring a very convenient piece of land close to the new Municipal Waterworks. The supply of water on the Company's property is more than sufficient. A careful test in this respect was made in February last (the dry season at Tsingtau), when one of the wells on the Company's premises was pumped out, fresh water flowing in at the rate of 31 tons per hour. The water itself is very suitable for brewing purposes as shown by the report made by Mr. Nibel, the Director of the Government analytical laboratory at Tsingtau. Permission to start the Brewery has been granted by the Imperial Government of Kiautschow, who have promised to further the objects of the Company by every means in their power.

BREWING MASTER.

The promoters will have the services of Mr. W. Colbitz, of Munich, as Brewing Master. Mr. Colbitz is Chief Brewer with the Yebisu Brewery of Tokyo. During that period the Yebisu Company, now the largest Brewery in Japan, have increased their sales from 28,000 to 75,000 Hectoliters a year. Mr. Colbitz has examined the Tsingtau water on the spot and being fully convinced of its suitability, both as regards quality and quantity, he has every confidence in the success of the undertaking and subscribes for a considerable number of shares.

WORKING EXPENSES AND PROSPECTS.

After carefully going into the question of working expenses the promoters feel confident in stating that, assuming a turn-out of 13,000 Hectoliters only, the resulting profit will allow of a dividend of at least 15 per cent. on the capital of the Company. A comparison with the figures of the two largest Japanese Companies will be of interest.

JAPAN BREWERY YEISU BREWERY (KIAI BREWERY).

Dividend 1898/1900 ... 25% ... 27 1/2%

" 1900/01 ... 15% ... 23 1/2%

" 1901/02 ... 30% ... 25%

Quotation on 20/7/03

per share of 50 Yen: 130 Yen ... 107 Yen

If it is borne in mind that since the 1st October, 1901, the Japanese Breweries have to pay an excise tax of nearly 85 per Hectoliter, or roughly speaking 25 per cent. on the selling price of Beer, these results must be considered extremely satisfactory.

MARKETS FOR THE COMPANY'S OUTPUT.

A good demand is anticipated from the military and naval garrison at Tsingtau, which numbers several thousand men. This number is not likely to be decreased in the near future. In addition the ships of the Imperial German navy which frequently touch at Tsingtau may reasonably be expected to become regular customers of the Company. Among the more important markets Shanghai, Hongkong, Port Arthur, Tientsin and Chefoo may be mentioned as offering a wide and remunerative field for the Company's operation.

There are no complete statistics available showing the importation of European and American Beer into China, but the following figures, taken from Japanese official sources, show the growing demand for Japanese Beer in China:—

EXPORT OF JAPANESE BEER.

(About 90 per cent. were sent to China)

1897 ... 2,375 Hectoliters.

1898 ... 6,216 "

1899 ... 7,740 "

1900 ... 22,500 "

1901 ... 33,300 "

Naturally, the serious decline in silver threatens to interfere with the sale of the imported article and helps to improve the prospects of the proposed Company.

PROMOTION MONEY.

No promotion money will be paid, but the Company will pay preliminary expenses for registering, fees to legal advisers, printing, etc.

Applications for Shares should be forwarded to the Bankers of the Company, or to the General Agents, Messrs. SLEVOGT & CO., Shanghai, from whom Copies of the Prospectus and further information may be obtained.

Copies of the Prospectus may also be obtained from the DEUTSCH-ASIATISCHE BANK, Hongkong.

Hongkong, 22nd July, 1903. [2092]

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BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£280,000

RESERVE LIABILITY OF SHAREHOLDERS.....£280,000

RESERVE FUND.....£275,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" " " " " 3 " 3 1/2 "

" " " " " 3 " 3 1/2 "

T. F. COCHRANE, Acting Manager.

Hongkong, 18th May, 1903. [2112]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000

SUBSCRIBED.....1,125,000

PAID-UP.....582,500

RESERVE FUND.....61,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits.....4 1/2 %

For 12 months.....4 1/2 %

" " " " " 3 1/2 %

" " " " " 3 1/2 %

EVAN ORMISTON, Acting Manager.

Hongkong, 23rd May, 1903. [2112]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORISED CAPITAL.....Yen 5,000,000

PAID-UP CAPITAL.....2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street).

BRANCHES:—AMOI, KOBE, TAINAN.

HONGKONG—INTEREST ALLOWED.

On current account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per annum

" " " " " 6 " 6 1/2 "

" " " " " 3 " 3 1/2 "

S. SHIGENAGA, Agent.

Hongkong, 2nd February, 1903. [132]

INTERNATIONAL BANKING CORPORATION.

HONGKONG
BUSINESS DIRECTORY
BOOKBINDING

DAILY PRESS OFFICE.
The only office in China having European
lithographic workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
174, Queen's Road Central.

CHONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Blank-
wood, Jewellery, &c., highest grade,
best and cheapest. 7, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hong-
kong.

PHOTOGRAPHY

M. MUMBY, JAPANESE ARTIST.
Bromide and Cyanogen Engravings and
also colouring Photos and Relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Rahlfsen's Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers'
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MOORE & SIMUND,
35 and 36, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grey-
hound Brand") and Blundells
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

BANK HOLIDAY.

EXCHANGE BANKS.

IN accordance with Ordinance No. 6 of 1875
the Exchange Banks will be CLOSED
for the transaction of public business on
MONDAY, the 3rd AUGUST.
Hongkong, 29th July, 1903. [2148]

SITUATION WANTED.

WANTED by a young Englishman, per-
manent situation as GENERAL
PRINTER or STATIONER. Total
abilities; good references.
Please address all communications to—
S. E.
General Post Office.
Hongkong, 29th July, 1903. [2133]

WANTED.

BRITISH TEACHER for a Private
School in the Colony.
Apply to—
M. M.
Care of Daily Press Office.
Hongkong, 9th July, 1903. [198]

NOTICE.

A MEETING of HIS MAJESTY'S
JUSTICES OF THE PEACE will be held
in the JUSTICES' ROOM, at the Magistracy,
at 2 1/2 P.M., on TUESDAY, the 4th day of
AUGUST, 1903, for the purpose of considering
the following application:
From one O. FROMOWITZ for the trans-
fer of his Publican's Licence to sell and
retail intoxicating Liquors on the pre-
mises situate at No. 1, J. Bilee Street,
under the sign of "Colonial Hotel," to
one ANNETTE PAPER.
T. SERCOMBE SMITH,
Police Magistrate.

Magistracy,
Hongkong, 18th July, 1903. [2126]

NOTICE.

THE attention of Household is drawn to
the fact that stagnant pools and collec-
tions of water in broken flower-pots, broken
jars, &c., standing in their premises are a source
of danger to people residing therein, and to
warn them that the Sanitary Board intend to
treat such as nuisances.
By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
Hongkong, 14th July, 1903. [2080]

CARMICHAEL & CLARKE,
CONSULTING ENGINEERS
AND SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 222.
Hongkong, 20th June, 1903. [177]

QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS.
Dealers in
MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1902. [2047]

NOTICES OF FIRMS

**CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.**

司公限有船輪華中

THE OFFICES of the above Company have
been OPENED at No. 35, QUEEN'S
ROAD CENTRAL, 2ND FLOOR.
Hongkong, 21st March, 1903. [924]

**CHINESE AMERICAN COMMERCIAL
COMPANY,**

司公美華
IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THIS Company's Office, as Established at
Nos. 20 and 21, CONNAUGHT ROAD
opposite Douglas Pier,
Hongkong, 1st May, 1903. [1321]

EXCURSION TO MACAO AND BACK.

For Procession of Our Lady of Mount Carmel
at the Chapel at Taipa Island, Macao.

THE Chartered Steamship "KINSHAN"
will make a Special Excursion Trip to
Macao TO-MORROW (SUNDAY), the 2nd
AUGUST, 1903, leaving for Macao from her
usual berth at 9 A.M. and returning to Hong-
kong at 10 P.M.

A steam-launch will convey passengers to
Kowloon, 10 minutes after the steamer's return.
Return Fare (No Single Ticket) ... \$2
Including Tiffin ... 4
Children under 10 years, Half-price for
Fares and Meals.

Tabled Hotel supplied by King Edward Hotel.
Intending excursionists are advised to apply
for Cabins at once, at the "Hongkong Printing
Press," as there are very few left; only a
moderate rate will be charged for them.

The Band of the 3rd Burma Infantry will
play during the voyage.
Tickets may be had at Messrs. Ritchie
& Co.'s Office, "The Hongkong Printing
Press," or on Board.
Hongkong, 28th June, 1903. [2138]

NIPPON YUSEN KAISHA.

**MID-SUMMER EXCURSION
TRIPS TO JAPAN AND
BACK.**

THE Nippon Yusen Kaisha are prepared
during the months of July and August to
issue FIRST-CLASS RETURN
TICKETS from HONGKONG TO YOKO-
HAMA AND BACK for the round fare of
Yen 22 payable in local currency. Return
Tickets are available for return up to the 31st
October, 1903.

Stop-over privileges allowed at any way port,
and between Moji and Kobe passengers have
the option of travelling by the Sanyo Railway.
For information as to Sailings, Steamers, &c.,
apply at the Company's Local Office in
PRINCE'S BUILDINGS, First Floor,
Chater Road.

T. S. TAKAYANAGI,
Acting Manager.
Hongkong, 28th July, 1903. [2137]

**THE EASTERN EXTENSION AND
GREAT NORTHERN TELEGRAPH
COMPANIES.**

**TELEGRAMS TO AMERICA VIA
"PACIFIC."**

THE Cable laid by the COMMERCIAL
PACIFIC CABLE COMPANY between
Manila and San Francisco is open for traffic
from to-day's date.

According to an arrangement made with the
said Company, telegrams for all places in
AMERICA will be accepted by the Eastern
Extension and Great Northern Telegraph
Companies for transmission over their China
cables, via Pacific route, at the rate of Francs
5.50 (\$1.65) per word to San Francisco,
to which must be added the further transmission
charge beyond San Francisco.

Telegrams intended for transmission by the
said route should be marked "via Pacific."
J. M. BECK,
Superintendent.
Hongkong, 25th July, 1903. [2125]

**THE EASTERN EXTENSION AND
GREAT NORTHERN TELEGRAPH
COMPANIES.**

**SEPARATE WORKING ARRANGE-
MENTS.**

THE PUBLIC IS HEREBY NOTIFIED
that the JOINT SERVICE of the East-
ern Extension and Great Northern Telegraph
Companies will be DISCONTINUED from
the 1st AUGUST, from which date each
Company will have its own separate Com-
pound where Telegrams will be accepted for trans-
mission by either Company's lines.

For THE GREAT NORTHERN TEL. CO.,
O. NIELSEN,
Superintendent.
For THE EASTERN EXTENSION TEL. CO.,
J. M. BECK,
Superintendent.
Hongkong, 29th July, 1903. [2148]

CLARKE'S B 41 PILLS
are warranted to cure, in either sex, all acquired or
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from Mercury. Established upwards of 30
years. In Boxes 4s. 6d. each, of all Chemists,
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Also Lessons in English by an English Lady.
B. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [1435]

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DR. M. H. CHAUN,
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From the University of Pennsylvania, U.S.A.
Hongkong, 1st March 1903. [7]

[ALL RIGHTS RESERVED.]

V. C.

A CHRONICLE OF CASTLE BARFIELD
AND THE CRIMEA.BY
DAVID CHRISTIE MURRAY(Author of "Joseph's Coat," "Rai-bow Gold,"
"Aunt Rachel," "Despair's Last Journey," &c.)

CHAPTER VII.

General Boswell's cousin was a Scot, a
grim, taciturn, brickbat-colored fellow, who
had been in his present service for a quarter of
a century. He had been bred amongst horses
from his boyhood, for his father had been a
horse-breaker, and when he had run away from
home and enlisted, he had satisfied ambition by
becoming a driver of artillery. Then he had
been wounded, and had turned batman for
awhile. He had gone to the General as valet,
but his stable love had broken out again, and
he had gravitated by force of nature to the
place of coachman. Polson's mind did not go
back to a time when he did not remember Dun-
can, and to Irene he was like a fixed part of
the scheme of nature. He had one defect which
at this instant made him invaluable. He re-
sented any imputation of the fact angrily, but
he had been deaf as an adder for years.

There was no great privacy in a barrack square
to be sure, but it was safe to talk within arm's
length of Duncan, as if he had been a stone
Sphinx. Duncan was a man of rare discretion,
and, though it must have been like an upheaval
of the world to him to see the most constant
of visitors at the General's modest little mansion
walking in shabby raiment in a barrack square
with a recruit's ribbons fluttering from his
cap, he saluted unperturbedly as the young man
came up, and then sat motionless.

Polson came to the side of the carriage, cap
in hand.
"Your father told me I might speak to you,"
he said wistfully. "I hope I am not wrong in
coming to you."

"You have enlisted?" she asked him. "You
are going to the war?" Her self-possession cost
her an effort, but she maintained it. She had a
soldier's daughter's pride, and though she had
met this first great trouble so brief a time ago
she had already taught herself to face it. Her
father was a man conspicuously brave among
the brave, and he had told her of his very first
experience of war—a period of prolonged in-
action under fire. "A trying thing at first," he
had said, "but duty will reconcile one to
anything." This memory had been present
with her all the morning, and though the
unexpected sight of her lost lover almost broke
her down, the thought had had power to nerve
her.

"Yes," answered simply. "I have enlisted.
I shall have to go through a certain amount of
drill, but that will soon be over, and then I
suppose I shall get my marching orders."
"Father approves of what you have done,"
she said.

"He has told me so," he responded. "I am
very glad of it. God is good to me," he went
on, turning half away from her and gazing
across the square. "I had not hoped to see you
again for years, if ever, and there is just one
thing I wanted very much to say. It's of no
use to have reserves and disguises at a time like
this. I shan't distress you? Can you let me
speak?"

"Put your cap on, Polson," she said com-
posedly. "You will catch cold."
The touch of womanly solicitude, small as it
was, moved him. He obeyed her, and stood,
still looking across the square, until he had
mastered a suspicious clucking in the throat.

"You need have no fear of me, Polson," Irene
said. "Speak out all your mind."

"Well, dear, it's this. We've been com-
rades ever since I helped you to learn to ride
your first pony. We've always been the very
best of friends, and only last night I was going
to ask for something more. You don't mind
hearing me out, Irene?"

"No. Let us speak plainly. Let us under-
stand each other."

"Well, you see, everything went last night
with a clean sweep by the board. I thought I
was safe for a commission. I'd been brought up
to expect a handsome fortune." He spoke in a
level tone, as if he had been reading uninterest-
ing matter from a book. "All that is changed
and everything is changed with it. I'm penni-
less private of dragons, and our ways in the
world are wide apart. For old times' sake I
should be very sorry to believe that you'd ever
forgot me altogether, but if you'll try to bring
yours if I think of me as trying to be cheerful
in a humble station, as remembering me
in my heart of hearts, and a war of
distance that divides us—if

of me as always home—
I was once your friend." "I was forced to prove
but he went on again, level-voiced and monoton-
ous as before—"If you'll try to think of me as
learning to be cheerful for your sake, not as a
morning, broken-hearted chap—which I don't
mean to be at all—but just doing my work, you
know, and thinking about you like an affection-

ate poor relation might—why, then, in—in time

you'll get to feel the parting less."

"Have you finished, Polson?"

"Yes, dear. That's about all I think. You
see, I know you, Irene. You'll grizzle if you
think I'm grizzling. That's your nature. You
can't bear to think of a canary bird in pain."

"And that is all?"

"Yes, dear. That's all."

"I shall never forget you, dear. I shall never
forget you, and I shall never change. If you
had asked me to be your wife before these
things happened I should have said 'yes,' and
I should have been proud and happy. But,
Polson, this is why I thank God for having
brought us together just this once. I want
you to remember that in this war names will be
heard of that never were known before. Yours
may be one of them."

"You mustn't waste your life thinking of
me, Irene. I shall remember every word you
have spoken. I shall treasure every word. I
hope I shall do my duty."

"I am sure of that," she answered. And
then for a long time not a word was spoken, and
when at length they broke silence, they spoke of
things which were indifferent by comparison.
They discussed the probable hour of the arrival
of the route, the probable destination of the
regiment, the time at which Polson might
expect to escape his drill.

At last the General appeared walking side by
side with Colonel Stacey. Irene was facing that
way and was naturally the first to see him.
"Here is good-bye, dear," she said. "Papa
saying."

"Good-bye," he said softly. "Good-bye
God bless you."

"God bless you too," said Irene. She held
out her little gloved hand to him, and he took
it in his own. She looked bravely into his eyes
and they spoke their last far-well without a
sign of tremor.

"This," said the General advancing as Polson
turned away, "is the young fellow of whom I
have been speaking. Polson, this is your com-
manding officer, Colonel Stacey." Polson raised
his cap and bowed civilian fashion.

"Ah!" said the jolly colonel, turning his red
face and twinkling eyes on the recruit. "You
are Polson Jervass? Joined this morning, eh?
I hear an excellent account of you. Try to
deserve it. I shall remember you. Good
morning."

But as Polson saluted again, and turned to
go, the General seized him by the hand and
shook it warmly.

"We must all face the fortune of war, my
lad," he said. "The best of good luck go with
you. If your hear of me out yonder, as you
may, don't forget to report yourself. Good-
bye."

There were a good many eyes at the barrack
windows, and the minds of many dragons were
inspired with wonder. For a General and a
Waterloo veteran was a personage, and the
daughter of this name was a personage, and it
was out of the common for a newly joined re-
cruit to engage in intimate talk with the like
of them for half an hour together, and to be
shaken hands with by the veteran, and saluted
as if he were an officer by the veteran's coach-
man, and personally introduced to "Old
Stacey" into the bargain. And amazement
on many forebuds when the carriage rolled
away, and the General stood up to wave his
hat to the recruit, and the lady stood up to
wave her hand, and the recruit, unconscious of
the interest he excited, waved the shabby old
sashkin cap in answer until the equipage was
ringingly saluted at the gate, and swung swiftly
out of sight.

And then, it was over. Oh, it was all over,
and one manly heart was sore and cold. The
new recruit stood there planted in the barrack
square, as innocent of his surroundings as if he
had been asleep, and mechanically filled and lit
his pipe, and stood on with his chin sunk upon
his breast, scarcely aware of his own thoughts,
and as yet realizing little but solitude and an
ache in the dolorous middle of it. But a warmth
stole into the cold. When everything was said
and done, there was one thing left. Irene loved
him. Loved him! How sweet and sure a
wonder. Yet her own dear lips had told him
that she would have been proud and happy to
be his wife, and that nothing should change
her. And she had given him an ambition. The
lofty and inspiring words were not yet written,
but their purport thrilled him, as it thrilled
many who went out to fight and bleed for a
cause which may not have been wholly worthy
of their devotion, and yet in a sense was
worthy because they believed in it with all their
hearts and souls. For after all, what is it but
the purpose which ennobles action? If the
greatest Englishman since Shakespeare had not
yet given Polson Jervass the words in which to
speak his thought, it lightened his breast all
the same.

I wake to the higher aim:
Of a land that has lost for a while the lust of gold,
And live in a peace that was full of wrongs and
shames,
Horrible, hateful, monstrous, not to be told:
And last once more to the banner of battle un-
rolled.

Tho' many a light shall darken, and many shall
weep
For those that are crushed in the clash of jarring
claims,
Yet God's just wrath shall be wreak'd on a giant
fiat:
And many a darkness into the light shall leap,
And shine in the sudden making of splendid
names.

And noble thought be freer under the sun,
And the heart of a people beat with one desire;
For the peace, that I demand no peace, is over
and done,
And now by the side of the Black and the Baltic
deep,
And deathful-grinning mouths of the fortress,
flames

The blood-red blossom of war with a heart of fire
So thought Polson Jervass, and so thought
hundreds of valiant men who were ready to lay
down their lives in a quarrel which the years
have proved unprofitable.

(To be continued.)

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* PLEIADAS	F. G. Purington	3,753	August 15th
OLYMPIA	J. Truebridge	2,837	September 10th

Steamers marked * have no passenger accommodation.

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AND AMOY	{	T. OGATA	SUNDAY, 9th
FOOCHOW, VIA SWATOW	{	"ANPING MARU"	August, 2nd
AND AMOY	{	I. Goro	August,
ANPING, VIA SWATOW	{	"MAIDZURU MARU"	SUNDAY, 9th
AND AMOY	{	T. SAITO	August.

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Hongkong 70th. July. 1923.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.
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BOMBAY MARU. T. Matsui.	MOJI, KOBE and YOKOHAMA.	FRIDAY, 7th Aug. at Noon.
SANKEI MARU. W. Townsend	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 8th Aug. at DAYLIGHT.
INADA MARU. W. E. Bird	KOBE and YOKOHAMA.	TUESDAY, 11th Aug. at DAYLIGHT.
KAGURIMA MARU	BOMBAY, via SINGAPORE and	THURSDAY, 11th Aug.

K. Kori	COLOMBO	at Noon.
IYO MARU	VICTORIA, B.C. and SEATTLE	Tuesday, 11th Aug.
C. H. Butler	U.S.A. via SHANGHAI, MOI	at 4 P.M.
KUNANO MARU	U.S.A. and YOKOHAMA	Wednesday, 12th Aug.
E. W. Heavell	NAGASAKI, KOBE and YOKOHAMA	at Noon.
KAWA MARU	SYDNEY and MELBOURNE, via	Saturday, 15th Aug.
W. S. Hunter	TEGUSA, THURSDAY AND	at 4 P.M.
IZUMI MARU	TOWNSVILLE and BRISBANE	
	MOI, KOBE, YOKOHAMA	Tuesday, 18th Aug.

M. Yagi	MOSU, KOBE and YOKOHAMA	at Noon.
BAKATA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE,	SATURDAY, 22nd Aug.,
F. L. Sumner	PENANG, COLOMBO and PORT SAID.....	at DAYLIGHT.

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Capt. Rorden			
SITHONTA	HAVRE and HAMBURG (Calling at Singapore and Colombo) ...	On 29th Aug.	Freight.
Capt. Hildebrandt			
KONIGSBERG	HAVRE and HAMBURG (Calling at Singapore and Penang) ...	On 12th Sept.	Freight & Passengers.
Capt. Meyer			
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore and C. Japan) ...	On 23rd Sept.	Freight.
Capt. von Dahn			

ARESSINTA	HAYRE and HAMBURG	On 7th Oct.	Freight.
Capt. Filler	(Calling at Singapore and Penang)		
ARABIA	NEW YORK, VIA SUEZ CANAL	About middle	
Capt. Bable	of August.	

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Hongkong, 1st August, 1949.

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MONTHLY SAILINGS FOR LIVERPOOL.

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GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 19th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 29th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 29th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

OUTWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

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Hongkong, 30th July, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
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SHANGHAI	"SINGAN"	On 3rd August.
MANILA	"TSINAN"	On 10th August.
THURSDAY ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	On 10th August.
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REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st August, 1903.

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	H. S. Smith	3676	Thursday, 6th August, at 11 A.M.
"ROHILLA MARU"	E. F. Bishop	3669	Tuesday, 11th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 24th July, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZ HEINRICH	THURSDAY 6th August
SACHSEN	THURSDAY 9th August
* KLAUSCHOU	THURSDAY 9th September
BAYERN	THURSDAY 16th September
ZITEN	WEDNESDAY 23rd October
SEIDLITZ	WEDNESDAY 30th October
BOON	WEDNESDAY 6th November
FRANSEN	WEDNESDAY 13th November
* HAMBURG	WEDNESDAY 20th November
PRINZ HEINRICH	WEDNESDAY 27th November
KONIG ALBERT	WEDNESDAY 4th December

STEAMERS	SAILING DATES
* KLAUSCHOU	WEDNESDAY 6th January
SACHSEN	WEDNESDAY 13th January
BAYERN	WEDNESDAY 20th January
SEIDLITZ	WEDNESDAY 27th January
BOON	WEDNESDAY 3rd February

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 6th day of August, 1903, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on TUESDAY, the 4th August, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 5th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th August.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.

23rd July

FOR ODESSA.

THE Russian Steamer
"EDUARD BARY."
Captain Terebin will be despatched on or about SATURDAY, the 15th August.
For Freight, apply to
BRADLEY & CO., Agents.
Hongkong, 31st July, 1903.



AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS,
to SOUTH AMERICA, and to the BLACK SEA,
LEVANT, VINCIG and ADRATIC PORTS.)
The Company's Steamship

"MARQUIS BACQUEHEM."
Captain Rassovitch, will be despatched as above
on THURSDAY, the 20th August, P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO., Agents.
Hongkong, 29th July, 1903.

SHIRE LINE STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

"MERIONETHSHIRE."
Captain G. C. Candy, will be despatched as above
on or about MONDAY, the 24th August.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 31st July, 1903.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."
351 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS, and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.

J. TREVOUX & CO.
No. 128, Connaught Road Central,
Hongkong, 30th July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao (week days)
at about 2 P.M. (Sundays) about 3 P.M.

FARE—(week days) 1st Class (including cabin
and servant), \$3. Return Ticket \$2.50.
2nd Class \$1.50. Return Ticket \$1.25.
3rd Class \$1. Steerage 50 cents.

On Excursion \$1.25. 2nd and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$7.

Wharf—Opposite Central Market.

The Steamer runs an Excursion Trip Every
Sunday in Summer.

SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, 25th July, 1903.

RIGAUD'S White Violet EXTRACT

This delicate
perfume
is persistent as an
EXTRACT
for the
Handkerchief.

The
Soap
and
Toilet
Powder
are adopted
by refined
society.

RIGAUD & Co.
PARFUMERS
PARIS

Each bottle
is equivalent to the
perfume of
10,000
WHITE VIOLETS

(1892-6)

ROYAL AERATED WATERS MANUFACTORY.

If you want a drink of health,
If you want a drink of wealth,
If you'd take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Presenting you a choice to choose,
Our use of drinks will you amuse

Apply to—
F. P. DANENBERG, Manager,
Factory & Office—West Point; Telephone 367.
Daput—Ice House Street; Telephone 374.

Novel Specialties. Best in the Far East.
Refreshing and invigorating drinks of the
season. Just Produced. Long-Life, Non-Intoxi-
cating and Excellent Beverages.
Hir-Cos, Winter Stent, Strawberryade,
Jubilee-Champagne, Orange Champagne, Hop
Ale.

DON'T BE LATE!!

AMERICAN WATER MELONS

are now just in season and beat everything on
the market. Come quickly or else the season
will be over.

CHING SHAN CHAN,
Central Market.

Hongkong, 25th July, 1903.

NOTICE TO CONSIGNEES

FROM HAMBURG, BREMEN,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA."

Captain Hildebrandt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for their
counterparts to the Undersigned and to take
immediate delivery of their Goods from along-
side.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 27th inst.

Any Cargo impeding her discharge will be
loaded into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd August will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 4th August at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th July, 1903.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES," MOI
AND SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for their counter-
parts, and to take immediate delivery of their
Goods from along-side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 29th July, 1903.

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND
THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 30th inst.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remain-
ing undelivered after the 5th prox. will be
subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
10th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th July, 1903.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SATSUMA."

FROM NEW YORK, ADEN, STRAITS
AND MANILA

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at the
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded, unless
notice to the contrary be given before Noon,
To-day.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st Aug., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
4th Aug., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned, and all Goods remaining
undelivered after the 1st Aug., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
4th Aug., or they will not be recognised.

All damaged packages will be examined on
Thursday, the 4th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th July, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMESANG"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from along-side.
Cargo impeding the discharge or remaining
on board after 4 P.M. on the 30th inst. will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th July, 1903.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-
WERP, LONDON, PORT SAID,
COLOMBO AND SINGAPORE.
THE Company's Steamship

"KANAKURA MARU"
having arrived from the above Ports, Consignees
of general Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
Noon, To-day, 28th inst.

Goods not cleared by the 4th prox. will be
subject to rent.

All ship-damaged packages must be left in
the Godowns and notice of same sent to this
Office before the 7th prox., or claims in con-
nection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 28th July, 1903.

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

IN CASES OF ABOUT
400 LBS. NET

TRADE MARK

CARBOLINEUM-AVENARIUS

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.

Sole Agents for China.

Hongkong, 1st July, 1902.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all Inflammations. Thousands
of Cures have been effected by its use. It is the
most powerful and reliable of all the remedies
known to medicine. It is the only one which
can be taken in any form, and at any time,
and without any danger to the system. It is
the only one which can be taken in any form,
and at any time, and without any danger to
the system. It is the only one which can be
taken in any form, and at any time, and
without any danger to the system.

DODGE WOOD SPLIT

PULLEYS.

ALL SIZES TO FIT ALL SIZED

SHAFTS IN STOCK.

(Also large Stocks of
GANDY COTTON BELTING.

SOLE AGENTS,
LUTGENS, EINSTAMANN & CO.,
HONGKONG

[2-114]

DO YOU DRINK LIME JUICE?

PURE LIME-FRUIT JUICE

"MONTSERRAT"

THEN DRINK THE BEST

Agents—A. S. Watson & Co., Ltd., Hong Kong.

1773

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO

HIS MAJESTY KING EDWARD VII.

AND

HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Sole Agents:

CARLOWITZ & CO.,

HONG KONG, CANTON, SHANGHAI, TIENTSIN, HANKOW & TSINGTAU.

1321

THE WEATHER.

CHINA COAST METEO. OBSERVATIONAL
REGISTER, 30th JULY, P.M.

STATION.	Hour.	Bar.	Therm.	Wind.	Weather.
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Vladivostok 29.80 64 10 10 10 10

Nemuro 29.80 64 10 10 10 10

Hakodate 29.80 64 10 10 10 10

Tokyo 29.80 64 10 10 10 10

Kobe 29.80 64 10 10 10 10

Nagasaki 29.80 64 10 10 10 10

Kagoshima 29.80 64 10 10 10 10

Oshima 29.80 64 10 10 10 10

Naha

CORRESPONDENCE.

THE LIGHT LOAD-LINE.

TO THE EDITOR OF THE "DAILY PRESS."

Carlton Club, London, 24th June, 1903.

Sir, The Select Committee of the House of Lords having issued their report on the matter of a light load-line, I feel it due to those who labour on the high seas, and also, I may say, to those who employ them, that they should have some statement from me as to what attitude I am now disposed to adopt in regard to the proper and sufficient ballasting of our merchant ships. Though my colleagues of the Select Committee considered otherwise, the extensive amendments to the Chairman's draft report will amply illustrate the fact that, rather than being changed or weakened in any way, my views as to the necessity of a light load-line are greatly strengthened. It is a peculiar coincidence that, coincidentally with the issue of the Committee's report, I have the remarks of Mr. Justice F. in giving judgment against the *s.s. Dorsetgate* (in ballast) which collided with the *barque Caravel*, said of the former vessel:—"I suppose owners may send their ships to sea in such a condition as this vessel was in if they like to do so—if they like to imperil their own property and the lives of those on board—and I know of no law at present to prevent their doing so; but this vessel was in a most dangerous condition, and everybody on board her must have known it."

I think I had the right to hope that the representative of the Marine Department of the Board of Trade would have preserved strict impartiality in the matter, but, combined with the most stubborn and desperate opposition, I was astounded at the amount of animus and bias introduced into the evidence given by this witness. Consequently it is not a matter for surprise that facts were distorted—those in favour were either minimised or carefully ignored, and those against were magnified for all they were worth—irrelevant matter was introduced, and we were told that statistics proved a ship in ballast to be safer than one loaded!

It was the old story that statistics may be made to prove anything. I earnestly trust that all those who are interested in the subject—especially our seamen—will purchase the Blue-book issued by Messrs. Eyre and Spottiswoode, East Harding Street, London, and thoroughly sift and analyse the evidence, particularly that of the representative of the Board of Trade, and the appendices produced by him. I venture to say they will stand a little examination.

We were told that during the eleven years ending 1902 ten sailing vessels and five steamers were found by Court of Enquiry to have been insufficiently ballasted and yet the representative of the Merchant Service Guild produced proofs which could not be refuted by the representative of the Marine Department, as they were the returns of the Board of Trade, and during the three years ending at the time of the sitting of the Select Committee there had been thirteen cases of insufficient ballast and there were two others touching upon the question of the shifting of ballast, a question which also came within the purview of the Committee.

Mr. Williams, ex-Chairman of the Liverpool Underwriters' Association, giving evidence on behalf of that influential body, produced a list of accidents based on Board of Trade returns happening in the last six years—eleven vessels being insufficiently ballasted, whilst in the remaining five it was a question of the ballast shifting. Also certain recommendations to shipmasters were issued by the Marine Mutual Insurance Association of the United Kingdom in which the following pregnant sentence was brought to the notice of the Committee:—"The fact of the serious and deplorable loss of life and property on ballast passages makes it desirable, etc." Surely these are no people who know what they are talking about where accidents to ships are concerned! The Board of Trade cannot contradict their own returns—why were they not submitted as Mr. Moore and Mr. Williams put them? Obviously because they told another story.

The Representative of the Marine Department of the Board of Trade furnished the different Reports of Courts which have dealt with the matter of ballasting during the last eleven years. It was very convenient not to mention the bad case of the *Buchingham* which took place in the early part of this year, but why, may I ask, did he omit the Reports of the Committee which investigated the accidents to the *Elthoria*, *Kaituma* (23 lives lost), *Adrienne* and *Kildona*, happening within the last two or three years, where insufficient ballasting figured very strongly? No doubt this also was convenient to the Board. Why, also, was it the case that the Board of Trade could not see their way to lay before the Committee the Special Reports of their principal officers upon the question of the insufficient ballasting of ships? Is it because they would have proved valuable corroborative evidence of any case?

There has never been any question that the light load-line would, any more than the deep load-line, affect vessels of under 20 tons register—vide the Merchant Shipping Act. In Table C No. 3 of the appendix applied by the representative of the Marine Department were, for instance, sea casualties to vessels of 2, 4, 5, and 7 tons. It would be ridiculous to assume that such casualties have any bearing on the subject at issue. In this Table no less than twenty-five out of forty-five vessels are not affected, and it will be noticed that the *Zanetta* in ballast was in an unmanageable condition in bad weather, went ashore, but no formal investigation was ever held. In Table No. 4 we may strike out nine out of the vessels as not being affected, and of the remainder we may observe that during the past eight months three were in an unmanageable condition, whilst in light trim, or 15 per cent. of the accidents were

due to insufficient ballasting. From Table 5 of shaft failures, eliminating those vessels not affected, the proportion of shaft failures to ballasted vessels is at least 8 per cent. greater than to loaded vessels.

After working up the averages, the representative of the Marine Department of the Board of Trade says the percentage of ballasted to loaded vessels is practically one in three. In 1902 I find that the proportion of foreign-going ships in ballast—which are the vessels chiefly affected—is only about one-fifth; the high percentage of one-third in ballast at which Mr. Howell has arrived is brought about by vessels trading around our own coasts, hundreds of them of course under 80 tons, and by our large coasting passenger steamers making passages every day in ballast to which a light load-line would make not an atom of difference. I have produced excess percentages of accidents to vessels in ballast, accepting the representative of the Marine Department's estimate of one ballasted to three loaded vessels. A lower estimate would of course make my excess percentages much higher and therefore, although the Board of Trade's figures may be strictly correct, they may easily lead to a false conclusion. I should like to point out that the representative of the Marine Department of the Board of Trade is enabled to obtain his estimate as to the immense number of ships in ballast by the fact that, whereas the number of foreign-going vessels entering and clearing in ballast during the year 1902 was 12,864 only, the number of coasting vessels coming within the same category reached the enormous total of 224,964, or nearly twelve times the total number of vessels composing our merchant fleet. As I have pointed out it is in the foreign-going ships where the pinch is felt, and it is very significant that every disaster enumerated in the list supplied by the representatives of the Liverpool Underwriters' Association and the Merchant Service Guild, occurred to a foreign-going vessel.

I would really be trespassing far too greatly on your space for me to go into an analysis dealing adequately with the multifarious figures the representative of the Marine Department produces, but I feel that I have communicated sufficiently the nature of an impartial sifting of his own statements and figures. As to the powers of the Board of Trade being at present amply sufficient, I may say that their detaining powers may only be exercised under Section 459 of the Merchant Shipping Act, where there is no specific mention of the sufficiency or otherwise of the ballast. From Sub-Section I of the Section, a ship may only be detained as "unsafe by reason of the defective condition of her hull, equipment, or machinery, or by reason of overloading, or improper loading." I venture to consider that whilst it was shown to the Committee, that there is a divergence of opinion as to insufficient ballasting being taken as improper loading, detention powers could not be exercised under this Section, where, for instance, a ship carries no ballast whatever. She is then neither "loaded" nor "ballasted," and quite outside the category of this Section. This, I think, will be manifest to your readers, and will support my views, that the law as it stands at present is unsatisfactory and utterly insufficient to meet the case.

I regret that through unavoidable circumstances and the desire not to press too much evidence on the Committee, I was not able to call, amongst others, such powerful witnesses as Sir Walter Phillimore, Sir John Gorrell Barnes, Sir Edward Reed (Chairman of the Deep Load-line Committee), Mr. James Dunn (member of the Deep Load-line Committee), and several additional nautical sea officers, who would have supported my case.

To return to the powers of the Board of Trade which were described by their representative as "very ample." For reasons I have stated I do not accept this for one moment, but assuming for the sake of argument that this is correct, it was admitted that their powers would not be properly carried out owing to the insufficiency of their surveying staff. The representative of the Marine Department stated that "it is obvious that a good number of vessels may go to sea that have never been seen by a surveyor." This then is where a light load-line would come in, for the crews would be protected, as they would then have an outward and visible sign as to the sufficiency or otherwise of the ballast.

Whilst I am strongly in favour of restrictions upon British shipowners being placed equally upon foreign shipowners, it is palpably absurd to suppose that if foreign owners send their vessels to sea in a dangerous condition British owners should follow suit. We are justifiably proud of our merchant service inasmuch as it is far in the van in regard to promoting safety at sea and it is significant that other marine Powers with the rapid progress of their merchant shipping are also beginning to set their houses in order in this respect.

Much was said as to the difficulty in assigning a light load-line, but I am not going to believe that impossible until it has been properly gone into by a committee of experts, as in the case of the deep load-line. I strongly recommended the appointment of such a committee, who would, if able to, arrive at a solution of the problem, and not until then would I have the light load-line entered on the *Safe-load* book. It is a matter of the keenest gratification that I have scored successes on two most material matters to the benefit of our seamen. In the concluding paragraph of the report of the Committee they "confidently rely upon the Board of Trade to use the powers already conferred upon them by Parliament to prevent improper or insufficient ballasting of ships." Hereafter the unfortunate master has been made the scapegoat for insufficient ballasting and his *periculum* has most unjustifiably been suspended, in view of the paragraph to which

I allude it seems to me that the responsibility is now fixed upon the Board of Trade for the prevention of improper or insufficient ballasting, and it is they and not the master who must be held responsible in future.

The other point is the accepting of my amendment by the Committee recommending regulations for the securing of loose ballast, the dangers of the shifting of which are only too familiar to every mariner. The recommendation in itself shows that the enquiry by the Committee was of no barren nature, and justifies to a considerable extent my agitation upon the whole question.

If you will allow me to do so, it is my desire to say that whilst I shall assist to the very utmost in maintaining the merchant service of this country—which is essentially a national service—it is my wish to see fair play all round. It is due to the shipowners that the country should give them far more encouragement and assistance, and in turn, the shipowners should give far greater consideration to their employees.

Though the report of the Select Committee on the light load-line has declared against me upon the most material point I may say that I simply look upon it as a reverse—certainly not as a defeat. If any further evidence crops up such as we have had, where serious loss of life at sea has occurred—we have it of the authority of Board of Trade enquiries; what better proof I cannot imagine—I shall not fail to give the matter my attention, and as British shipowners declare that it is to their interest to see that their ships are sufficiently ballasted, I cannot see that I am acting contrary to their interests by co-operating with them in this direction. The essence of our nation may rest assured with the fact that I will, so far as my humble powers allow, continue in my efforts towards maintaining the necessary risks to which they are subjected whilst pursuing their arduous calling. —Yours, etc.

MUSKERRY.

THE MOTOR RACE IN IRELAND.

The international automobile race for the James Gordon Bennett cup was run on the 2nd inst. and won by Jentzky, a member of the German team, who covered the distance of 370½ miles in six hours thirty six minutes nine seconds, including stops imposed by the regulations. Two members of the French team ran each other so close for second place that it was for the referees to decide whether De Knyff or Forman is entitled to the honour. Only one minute divided them. It is thought likely that De Knyff's claim to second place will be upheld.

The most remarkable features of the great race were its practical immunity from serious accidents and the poor showing by the American team. At Ballyshannon, which was the headquarters for the race, no news had been received of any one being injured, except one of the contestants—the English crack, Jarrett, and his chauffeur. Jarrett had a miraculous escape from death, and sustained a broken collarbone and a badly bruised body. His chauffeur also had a fractured collarbone, besides a broken jaw. Both, however, were doing well.

The accident occurred through the steering gear of the favourite English car getting out of order whilst going at full speed. Just out of turning a corner the auto ran straight into the bank at the side of the road and was smashed in two. How the occupants escaped death, is more than they themselves can explain. Still, another Englishman, had his car disabled through the same cause, but was not hurt.

Baron De Caters, after making a splendid race, broke the axle of his car and Foxhall Keene retired because of a similar accident. Moore and Winton of the American team both failed to finish, owing to derangement in the mechanism of their cars, and Owen, the third member of the team, completed only five of the seven laps of the race. Thus only five out of twelve starters completed the course. One of these, I beg the pardon of the cup, came in long after the race was officially declared over.

The poor showing of the American competitors is attributed to the excessive lightness of their cars.

All arrangements for the race worked well. The Frenchmen received some consolation in not getting the cup by gaining the prize offered by Mr. Scott-Montague, M.P., to the team whose members all finished.

Foxhall Keene, as one of the representatives of Germany, had good chance of coming in among the leaders. Before giving up he ran a risk which is generally described as one of the most daring feats in the history of motor racing. Turning a corner on the second round the tires of Keene's machine were ripped, and, while repairing them, he noticed that the axle was giving way. Instead of stopping, Keene drove a hundred miles at the rate of over thirty miles an hour, and drove up only when the car became almost uncontrollable. Then it was found that the axle was within the safe limit of an inch of being severed. Keene admitted that "it was as much like sitting on a box of dynamite as anything I have ever tried, but it was an awful pity I had to withdraw, as really I had not begun to let myself out." Keene's mishap caused the greatest regret, next to Jarrett's accident, of any incident of the day.

Amid the representative crowd of English and Irish well-known men present were the Lord Lieutenant of Ireland, Field Marshal Lord Roberts and the Earl of Mayo. Mr. C. Grey Dismore represented the Automobile Club of America. From a racing point of view the contest, which lasted from 7 in the morning until 7:30 in the evening will be always remembered for the desperate struggle between De Knyff, French, and Jentzky, German. The daring driving of Gabriel in the Paris-Bordeaux race was quite eclipsed by the speed at which the contestants several times passed the judges' stand at Ballyshannon. Then the rivalry between Germany and France always stood out. Both Jentzky and De Knyff were strong hands wildly in answer to the cheers of the onlookers and drove with what looked like desperation. As the final round approached and the gap between the two rivals lessened there were many who thought that a collision was inevitable, but De Knyff kept his lead of a minute or two and crossed the line ahead.

The course was laid out principally in County Kildare, the start and finish being at Ballyshannon crossroads, about thirty-five miles south-west of Dublin. In outline the course somewhat resembled a map of Africa, divided into two parts, which were known as the major and the minor loops. The distance around the smaller loop was about 45 miles and 162½ miles around them both, and there was a dividing stretch of about thirteen miles that had to be covered six times in going three times around the combined loops.

THRILLING ARCTIC EXPERIENCE.

AN INCIDENT IN THE LIFE OF U.S. CONSUL DAVIDSON OF FORMOSA.

The following narrative concerning the author of the recent classic work on Formosa will be of general interest.

Mr. Edward B. Clark, writing in the *Chicago Times-Herald* on the death of Dr. Edward E. Vincent, who was accidentally killed at Detroit Mich., a short time ago, gives an interesting description of how Dr. Vincent saved the life of Jan W. Davidson, at present United States Consul in Formosa, while they were both members of the Peary expedition in search of the North Pole. Mr. Clark writes:—

"Peary and his party of ten men started from Etah in early March of the second year of the expedition to make the dash for the pole. April—the spring month—the thermometer registered 60 degrees below zero when the little band of hardy spirits reached a place about 140 miles from their starting-point. One night they pitched their tents and turned in. A storm arose. It was a howling blizzard without the snowfall—a blizzard with the thermometer 32 degrees below the freezing point. The tent in which one-half the explorers slept was ripped by the blast into threads. The occupants made their way as best they could to their comrades' shelter. The distance was not great, but in covering it the feet of one of the men, Davidson, who had been longer exposed to the storm than the others, were frozen. It became necessary almost at once to amputate portions of both extremities. The operation was performed by Surgeon Vincent. It was, of course, impossible for Davidson to proceed with the party on the dash to the pole. To have him where he was meant death. There was but one thing to do, and that was to send him back over the wastes and the ice floes and through the awful bitterness of the cold to the place whence they had come. Seven score miles back were some natives and something like adequate shelter. Peary could spare but one man, he said, to go back with Davidson. It was obviously the place of the surgeon to go the return journey with his patient, a journey that everyone in the band thought meant death for the two men who would undertake it.

Edward E. Vincent gave up without a murmur that for which he had so longed—the chance to be one of the men to reach that goal of the explorers' ambition, the north pole. His duty was to Davidson, and with Davidson he stayed. Peary gave the two men a sledge, four half-starved dogs and some supplies. They turned their faces in the direction of Etah and set out through that region of frozen silence. Davidson was unable to walk. He was a large, heavy man and his weight proved a burden to the dogs. For two days they went on slowly. On the evening of the second day they started to brew some tea. The bottom fell out of the pot and it could not be fixed. It was the only vessel of any kind they had with them. In it they melted snow to obtain water. That accident, apparently trifling in itself, those two men felt might mean their death. From that time on they ate frozen food and had no warming beverage.

On, on and on they went, and at last there came a realising sense that they were lost. There was no food left which could be spared to keep up the strength of the dogs. Vincent led two of the creatures away and killed them that they might serve as food for the two remaining animals. Both men were weak to the point of exhaustion. Vincent kept up his good cheer and rallied his patient by his hopefulness. Then he went into the harness, taking the place of the animals that he had slain and used his remaining strength to drag the sledge onward. The two remaining dogs gave out. There would have been the 'lack, loss of despair had it not been for something in the spirit of the two men that made them see light.

"Doctor," said Davidson, "you can't drag me further. There is no reason why both of us should die. Unencumbered, perhaps, you can make your way back to the old camp. Try it."

Vincent's answer was the fitting of harness over his shoulders once more and the dragging onward, dragging the sledge with its weakened burden behind him.

"Doctor," said Davidson, once more, "you'd better go."

Vincent turned with a sort of half smile "Davidson," he said, "it's barely possible, as a mere matter between men, I might find it in my heart to desert you and leave you here to die. You must remember, however, that I'm a doctor and you're my patient, and it would be unethical to the last degree for me to go and leave you. So I'm afraid you'll have to put up with me."

The physician dragged his patient on through the horror of the awful stillness. Finally the end was at hand. Vincent was tottering and Davidson, weakened as a result of the operation he had undergone, coupled with the exposure and lack of drink, was practically in a fainting condition. The sledge had been brought to a point which swept away for over a mile a gentle declivity, smooth with snow and ice. Vincent sat on the edge of the sledge.

"Old fellow," he said, as his eyes swam, "I'm sorry, but I'm afraid it's all up with me." Then he turned away his head, but in a moment was on his feet. For down to the right of the sloping plain he saw a grim-looking rock which held his gaze. Then turned to Davidson again. "I don't want to risk any false hope," he said, "but that rock down there looks like one that stood not far from the place where the natives are. It is like a thousand others and probably I'm wrong, but God knows it's our last hope. I can't drag you further, but I'll not leave you. We'll go together. We can slide down this declivity with our sledge. We may go into a crevasse, as you know, and

that means death, but it's death anyway unless when we pass that rock we see some hints beyond to the right."

Then those two men embraced each other, but spoke not a word.

Vincent used his strength to start the sledge. It went slowly with its own momentum down the barely perceptible incline. Occasionally the accelerated speed would be checked by a smooth billow of ice over which they rode smoothly. They were approaching the rock which to Vincent had looked familiar. They were almost up to it. On what the first look around that rock should reveal the physician knew meant life or death. He turned and looked at his comrade. Davidson's eyes were closed tight in agony between the hope and fear of the moment.

"They had reached the rock. Vincent looked to the right and beyond."

"Doctor, is it death?" came a voice from behind.

"No, life!" was the short answer.

THE "TIMES" ON BRITISH POLICY IN CHINA.

In a recent article on affairs in China, the *Times* makes the following observations:—

When the policy of penetration by railways first became prominent in the programmes of other European Powers, the Government regarded it with the scepticism of ignorance. They were not in the least afraid lest important concessions should fall into the hands of foreign syndicates, or financial institutions under the immediate control of foreign Governments, even when those concessions—as in the case of the Peking-Hankow line—chose as their field of operations districts in the heart of what we were taught to regard as the British sphere of interest. Their own apprehensions they assured us, was lest the rivalries of competing promoters should prevent the construction of those lines at all. If they were built they were sure to be good for trade, and as the principle of equality of opportunity would be applied by everybody without discrimination, we, as the chief traders in China, would derive the greatest share of benefit from them. Under the pressure of public opinion and on the tardy perception that the foreign concessionaires were really beginning to build and later actually to work their lines, this attitude was in a measure modified. The Government came to learn that in semi-civilised countries railways might become a source of very considerable political influence, even when they were not designed and used, as in the case of the Manchurian railway, for direct purposes of strategy and as a means of facilitating military occupation. They began, too, to think that equality of opportunity might be safest, after all, in our own keeping, and accordingly from time to time they gave a good deal of spasmodic support to various British enterprises, with varying degrees of success. But no serious attempt appears ever to have been made to study the question of railway policy in China as a whole and from the view of our national and political interests. What was said, and we believe, is still wanting is not merely the lacking of this or that enterprise because British capitalists are concerned in it, but a careful investigation of our general position in China and of the relation in which each of these British projects stands towards it and towards each other. The Government must make up their minds, after ample study of the best available materials, what are the railways still left to be built in China which it is to our advantage as a nation should be in our hands and not in the hands of our foreign competitors. They should encourage British capitalists to apply for concessions to build those lines, and then they should exert themselves to obtain the concessions at Peking, and to see that neither trade rivalries nor general slackness and indifference cause the concessionaires to leave them unused. They have abundant means for bringing the necessary pressure to bear on the capitalists as well as on the Waiwapi, if they choose to exert it, and unless they exert it we shall wake up some day to find the rest of China, including the Yangtze Valley, dominated by foreign railways which may prove to be instruments of political ascendancy no less potent in the future than the Manchurian Railway.

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